

DEUTSCHE GESELLSCHAFT FÜR LUFT- UND RAUMFAHRT – LILIENTHAL-OBERTH E.V.
- Wissenschaftlich-Technische Vereinigung -
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GUIDELINES FOR CREATING MANUSCRIPTS FOR THE CEAS CONGRESS 2007

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When numbering equations, please place the numbers in round brackets before the equation with a left-hand margin of the column.

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Please list and number all bibliographical references at the end of the paper. When referring to them in the text, type the corresponding reference number in superscript form. The numbering should be set in corner-brackets []. Please give complete details regarding journals (author with initial of first name, complete last name, title of manuscript, journal date and number as well as the first and last page number), regarding books (author, editor, title of the book, publishing company, place and year). With respect to proceedings please name also the title of the whole proceedings collection.

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DYNAMISCHE HUBSCHRAUBERKOMPONENTEN IM BETRIEB

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ÜBERSICHT

Der Hubschrauber hat sich durch seine operationelle Flexibilität in den vergangenen Jahrzehnten als leistungsfähiges und äußerst nützliches Fluggerät im Dienste der Öffentlichkeit bewährt. Um den Anteil am zukünftigen Luftverkehr zu erhöhen, müssen die technologischen Möglichkeiten ausgeschöpft und erweitert, nachteilige Erscheinungen reduziert und die Zuverlässigkeit und Wirtschaftlichkeit gesteigert werden. Dabei kommt den dynamischen Komponenten als Träger der systemtechnischen Besonderheiten des Hubschraubers eine entscheidende Bedeutung zu.

litischer Hinsicht geführt haben. Die TBO-gebundenen Überholungszyklen sind bei den wichtigsten Komponenten kontinuierlich erhöht worden. Ersatzteile, die früher ausgesondert werden mußten, werden heute wieder nutzbar gemacht. In der Folge haben sich der Materialeinsatz für die dynamischen Komponenten reduziert, sowie die Flugeinsatzbereitschaft und damit die Auslastung des Flugbetriebes erhöht. Parallel hierzu wurde mittels Weiterentwicklung und Nutzung neuer Fertigungstechnologien der Instandhaltungsaufwand optimiert.



BILD 6: Ölkühler-Liferrad des CH-53G-Fronttriebes.

6 LITERATUR

- [1] K. Lewandowski, Instandhaltungsgerechte Konstruktion, in: H. J. Warnecke (Hrsg.), Schriftenreihe Instandhaltung, Köln 1985
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- [3] H. Huth, D. Schütz, Sammlung und Analyse von im Betrieb von Luftfahrzeugen aufgetretenen Ermüdungsschäden, in: Bundesministerium der Verteidigung (Hrsg.), Forschungsbericht aus der Wehrtechnik Nr. 79-10, Bonn 1979.

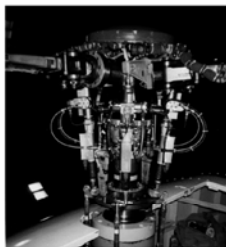


BILD 7: IBC-Aktuatoren im Winkkanal des NASA Ames Forschungszentrums.

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